

CLAIMS

1. An internal combustion engine comprising at least one engine block (2) and at least one engine head (3) associated to the block (2),
 - the block (2) comprising at least one first end (4) provided with a first cavity (5) for receiving a crankshaft, at least one second end portion (6) associated to the head (3), and at least one first through channel (7) provided with a first end (7') located in the first cavity (5) and a second end (7'') located in the second end portion (6),
 - the head (3) comprising at least a first end portion (11), a second end portion (12) opposite the first one, and at least one second cavity (9) for positioning mechanical components,
 - the head (3) and the block (2) being associated by cooperation with the first end portion (11) of the head (3) and the second end portion (6) of the block (2),
 - the engine (1) being characterized in that the head (3) additionally has at least one second through channel (10) provided with a first end (10') located at its first end portion (11) and a second end (10''), the first end (10') of the second through channel (10) cooperating with the second end (7'') of the first through channel (7) of the block (2), and the second end (10'') of the second through channel (10) being non-communicant with the second cavity (9).
2. An engine according to claim 1, characterized in that the second end (10'') of the second through channel (10) is associated to a valve (13) for controlling the crankcase internal pressure.
3. An engine according to claim 1, characterized in that it comprises at least one valve cover (14) provided with an internal tubing to which is associated the second end (10'') of the second through channel (10).
4. An engine according to claim 3, characterized in that the crankcase-internal-pressure control valve (13) is associated to the internal tubing of the valve cover (14).
5. An engine head, particularly for association to a block (2) of an internal combustion engine (1), comprising at least one first end portion (11),

one second end portion (12) opposite the first one, and at least one second cavity (9) for positioning mechanical components, the head (3) being characterized in that it additionally has at least one second through channel (10) provided with a first end (10') located in its first end portion (11) and a second end (10'') non-communicant with the second cavity (9).

5. A head according to claim 5, characterized in that the second end (10'') of the second through channel (10) is associated to a crankcase-internal-pressure control valve (13).

6. A head according to claim 5, characterized in that it additionally contains at least one valve cover (14) provided with an internal tubing, the second end (10'') of the second through channel (10) being associable to the internal tubing of the valve cover (14).

7. A head according to claim 5, characterized in that the crankcase-internal-pressure control valve (13) is associated to the internal tubing of the valve cover (14).

8. A head according to claim 7, characterized in that the crankcase-internal-pressure control valve (13) is associated to the internal tubing of the valve cover (14).